No time schedule has been indicated for the Group of Ministers,

(c) and (d) The Group of Ministers in its meeting held on 16th June, 1992 considered the Action Plan for revival of DTC, submitted by the Ministry of Surface Transport and made certain recommendations. These are processed further for final approval by Government.

Amendment of Central Motor Vehicle Act/ Rules

112. SHRI KRISHNA KUMAR BIRLA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have finalished the proposal for amendment to the Central Motor Vehicle Rules, 1989 and the Motor Vehicles Act, 1988 ;

(b) if so, the detail* thereof;

(c) whether the rules are proposed to be liberalised; and

(d) if so, to what extent ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The proposal for amendment of the Central Motor Vehicles Rules, 1989 has been notified for inviting objections and suggestions and sent for publication in the Gazette of India on 13th May, 1992. The proposal for amendment of the Act has not been finalised.

Some of the important amendments proposed in the Central Motor Vehicles Rules are as follows :—

(1) Rule 4 is proposed to be amended to give wider options to the applicants for a driving licence to produce documents in respect of proof of age and address.

(2) Rule 9 is proposed to be amended to specify the syllabus for training of drivers driving vehicles carrying dangerous or hazardous goods. The present Rule does not specify the syllabus.

(3) Presently, the full amount of taxes is required to be paid in respect of each State opted for operations of all-India Tourist Permit or National Permit. In Rule 83 and Form 47, an amendment is suggested to the fact that the applicant for a permit shall have the option to pay the tax either at the time of seeking permit or while entering into the State.

(4) Presently, Rule 50 and 51 do not elaborately mention the size of letters to be displayed on motor vehicles and the manner of their displaying. This has now been rationalised and under Rule 50, the method of displaying has been elaborated while under Rule 51, the size of letters and figures has been mentioned.

(5) Under Rule 88, the age limit for a vehicle under national permit is 9 years. This rule is being modified to the effect that age limits in respect of multi-axle vehicles operating under national permit shall be 15 years.

(6) Existing Rules 115 and 116 do not provide for any time limit for rectifying the defects in motor vehicles with regard to smoke emission nor do they specify the procedure to be adopted in this regard. Additional provisions have been made in these rules elaborating the procedure to be followed by the checking authorities in proper implementation of the Rules. It is also being proposed that a 'Pollution Under Control Certificate' shall be valid for six months. The PUC certificate issued by the manufacturers at the time of registration will be valid for one year.

(7) Present Rule 124 regarding safety standards of components does not authorise notifying standards for any component. According to present provisions only the manufactures are required to adhere to the standards. The Rule has been slightly

amended to specifically provide that such of the components shall be certified for which standards have been duly notified by the Central Government.

(8) Rule 126 provides for prototype testing of every motor vehicle. However, as per definition of motor vehicle included in section 2(28), trailer is also a motor vehicle but no such prototype is necessary for a trailer. The slight amendment has, therefore, been proposed in this Rule to take the trailers out of the purview of prototype test.

(9) Rule 131, 132 and 133 have also been suitably modified with a view to clearly lay down the responsibilities of the consigner/owner and driver of the goods vehicles transporting hazardous goods.

(c) and (d) The amendment to rules is mainly to simplify the procedures and remove the difficulties in implementing the rules.

Acquiring Ships at Higher Cost by Shipping Corporation of India

113. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state what action Government have taken on CAG's report on the Shipping Corporation of India for acquiring ships at an extra cost of over Rs. 4 crores ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): A paragraph on 'Acquisition of ships at avoidable extra cost by Shipping Corporation of India' has been included in the report of the Comptroller and Auditor General of India Union Government No. 3 (Commerical) of 1991. The Action Taken Note on the para is under preparation for submission to Lok Sabha Secretariat.

दिल्ली परिवहन निगम द्वारा निधियों का वापस किया जाना

114. श्री राम जेठमलानी :
श्री रंजनीत सिंह :

क्या जल भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली परिवहन निगम, आवंटित निधियों के एक बड़े भाग को उस अवस्था में भी वापस करती है जब कि उसकी हानि में वृद्धि हो रही है;

(ख) यदि हां, तो दिल्ली परिवहन निगम द्वारा वर्ष 1989-90, 1990-91 और 1991-92 के दौरान कितने प्रतिशत आवंटित निधियां वापस की गई थीं और इन वर्षों के दौरान हानियों में हुई वृद्धि का प्रतिशत कितना था;

(ग) उक्त अवधि के दौरान आवंटित निधियों को वापस करने के क्या कारण हैं; और

(घ) दिल्ली परिवहन निगम के बेहतर वित्तीय प्रबंध के लिए सरकार द्वारा क्या कदम उठाए गए हैं, ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर) : (क) जी, नहीं ।
(ख) और (ग) प्रश्न नहीं उठता ।

(घ) उत्पादकता बढ़ाने, प्रति यूनिट लागत को कम करने, किफायत संबंधी उपाय लागू करने, कर्मीदल के व्यवहार और सेवा की गुणवत्ता में सुधार लाने और राजस्व की हानि को रोकने के लिए निरन्तर प्रयास किए जाते हैं ताकि राजस्व वसूली में वृद्धि की जा सके, कार्यशील हानि कम की जा सके और रूटों को युक्तिसंगत बनाया जा सके ।

दिल्ली परिवहन निगम के पुनर्गठन हेतु एक अन्तर सम्बद्ध पैकेज तैयार करने के लिए वित्त मंत्री की अध्यक्षता में मंत्रियों के एक दल का भी गठन किया गया है ।